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499 ● ROUMANIA has had a hard and costly task in the restoration of her railways and rolling stock to pre-War efficiency. This has been accomplished, and, in addition, steps have been taken towards the re-orientation of communications necessitated by the change of frontiers. A new line is under construction to link Braşov in Transylvania with Buzau and so with the Danube and Black Sea ports. It should play an important rôle in the movement of timber. The Olt valley line from Sibiu is being linked with that which runs from Bucureşti up the Argeş valley to shorten the journey from Bucureşti to Arad and western Europe. It is planned also to link up the Reciţa iron district with the Jiu valley coal field and bring both into closer communication with the capital.

491 ALTHOUGH there has been great progress in the reconstruction and improvement of the railways, road transport is still frankly bad. Only about 17 per cent of the roadways of the country are metalled and can be described as in fairly good condition. The bulk of the roads are mere dirt tracks, which vary in their resistance to frost and rain according to whether they lie on the dusty chernoziom, the loose brown soils or the more cohesive and better-drained podsol.

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496 normal traffic was disorganised for several weeks
722 owing to troop movements, the transfer of population,
evacuation of equipment and other problems
incidental to the transfer of the territory.

497 All these changes of necessity caused considerable
722 problems, particularly administrative and considerably affected traffic working. Of the
four Divisions in 1939, most of the Cluj Division
including Cluj itself and the Tuncel-Cluj-Oradea
section of the Bucarest-Ploesti-Cluj-Oradea-Buda-
pest main line, together with part of the Timisoara
Division, were transferred to Hungary. Half of the
Cernăuți Division, including Cernăuți itself and a
section of the Bucarest-Ploesti-Cernăuți-Lwow
main line, was transferred to the U.S.S.R., and
parts of the Bucarest Division were transferred to
all three countries. The operation of the system
was reorganised and centralised under a military
director in Bucarest, to which German liaison
officers have been attached to co-ordinate working
and ensure that all German requirements are met.
While these officers must presumably have certain
powers, and there are also German officers—
thought to be equivalent to R.T.O.—at the more
important junctions and traffic centres, there is no
evidence that the Rumanian State Railways have
ever been under direct German control, or that their
autonomy has been seriously impaired.

The Rumanian Authorities have had to cope
with all these territorial changes and resultant
administrative problems during a period when
traffic was both considerably heavier than, and the
flows entirely different from, before the war. The
closing of the sea routes between Rumania and
Germany in September 1939—and since June
1940 largely with Italy and the Northern Mediter-
ranean coast—resulted in the transfer to the
Danube or to the direct rail routes, of all traffic
between Rumania and Germany, Italy and the
rest of Europe. Owing to the closing of the Buca-
rest - Ploesti - Cernăuți - Lwow - Przemyśl - Cracow-
Silesia main line from September 1939 to December
1941 (except for a trickle of traffic for a few months)
on account of the occupation of Eastern
Poland by the U.S.S.R., the Bucarest-Ploesti-
Brașov-Copșa Mică-Teiuș-Cluj-Oradea or Teiuș-
Arad-Curtici, and Ploesti-Bucarest-Orșova-Timiș-
oara lines were called upon to handle all this
traffic. An exception was that sent via the Danube,
which had to be rail-hauled to and from the
Danube ports, particularly Giurgiu and Orșova.
Oil has been, apart possibly from military move-
ments, the most important single traffic; and, in
general, German traffic has been sent via the
Ploesti-Teiuș-Oradea and Arad routes and Italian
traffic via the Bucarest-Timișoara route.

From early in 1941 when the Germans began to
move into the Balkans, first for the Yugoslav/
Greek and then the Russian campaign, the
Rumanian railways have had to carry in addition
large numbers of troops and quantities of supplies.
During the Yugoslav campaign when all routes to
Greece and Bulgaria via this latter country were
closed, the only all-rail route (apart from ferries
over the Danube) into Bulgaria was that via the
Cernavodă Bridge and the Dobruja. Rumania
served an important rôle as a base for the attack
on the Ukraine, and as the German front moved
eastwards the Bucarest-Ploesti-Buzău-Cernăuți,
Buzău-Galați-Teghina and Bucarest-Constanța
lines became important as supply routes to the
Eastern Front.

2. New Construction and Improvements of the Railway System

499 The lines, which with the exception of the
Bucarest-Ploesti-Cămpina and Ploesti-Buzău sec-

[41a]

499 tions, were virtually all single track, were never designed or equipped to carry traffic on this scale. An elaborate programme of new construction and improvement works, certain features of which had been contemplated by the Rumanians for some years, was put in hand to increase the capacity of the various routes. On the routes to the west, the doubling of the Câmpina-Braşov section was pressed forward rapidly and completed by January, 1941, and work is also reported to be in hand on the doubling of sections of the Braşov-Sighişoara-Copşa Mică-Teiuş line. On the routes to the east, the Ploieşti-Buzău double-track section has been extended as far as Adjud on the Cernăuţi line and N. Filipescu on the Galaţi-Tighina line. In addition, extra sidings and new passing loops have been built, and improved signalling and telegraph and telephone circuits have been installed to increase the capacity of the single-track sections. A considerable mileage of line has also been relaid with heavier rails to permit of the use of more powerful locomotives. Work is also in hand on the construction of a number of new lines, including a new line 202 km. (125 miles) long from Bucarest via Videle-Roşiori-Caracal to Craiova, to shorten and relieve the existing route via Piteşti; new lines from Bumbestî to Livăseni and Deva to Văscău; a new line from Ploieşti to Târgoviste and certain new routes in Bessarabia. Work on several of these lines is understood to be well advanced, and the Bumbestî-Livăseni and Bucarest-Caracal-Craiova lines are, according to the latest evidence, likely to be completed in the autumn of 1943. Also the long-projected train-ferry between Giurgiu and Ruse was finally brought into use in June, 1941.

497 In spite of the relief granted by these improve-
722 ments, the heavy volume of oil, military and other urgent traffic could be worked only by severe restrictions on ordinary passenger and freight traffic. The restrictions have inevitably varied from time to time and been most severe during periods of heavy military movements and during the winter when the weather has made operating difficult. Passenger-train services are more or less on a skeleton basis, and are at about one-third of pre-war level; yet the principal long-distance trains still carry restaurant and sleeping-cars. Certain restrictions have been imposed on travel and the restrictions on freight traffic have had serious economic consequences, particularly on the distribution of firewood. The shortage of locomotives and wagons, particularly since the recovery of Bessarabia and Northern-Bucovina and the taking over of Transnistria, has been acute. In the early part of the war the tank-wagon position was very difficult, but this has been eased by the construction of new vehicles by Germany, and by German requisitioning of wagons from the occupied countries; but apart from this the wagon position has been continually difficult, though a factor of considerable assistance has been that many of the military and supply movements have been into or through Rumania from Germany, and in consequence the Rumanian State Railways have not had to supply the wagons for these trains. The locomotive position has been met by the transfer of locomotives into Rumania by Germany; in addition to German locomotives, requisitioned French locomotives are said to be stationed at various sheds in Rumania.

The Rumanian State Railways are now in an anomalous position. Although a large programme of new construction and improvements has been carried out, heavy claims are being made on the system by Axis war traffic, with the result that the facilities available for ordinary commercial traffic

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497 and for passenger travel are severely limited.
722 However, unless there is severe destruction in the later stages of the war, in the long run the Rumanians are bound to benefit from the capital investment in railways, and from the new construction and improvements which have been carried out to meet Axis needs. These improvements though planned long ago, could never have been carried out with the limited financial and technical resources previously available, and could not have been executed so quickly but for German assistance.

B. ROADS

491 Rumania's road system was, by Western European standards, very poorly developed before the war, there being only one International motor road which formed the continuation of the route from Hungary via Oradea Mare—Cluj—Sibiu—Braşov—Bucarest—Giurgiu and a branch line Bucarest—Oleniţa. Apart from this one major road, the system consists of untarred roads, many of which are in a poor state of repair.

The total length of the road system was reported early in 1943 to be 82,098 km. (51,070 miles), with only 12 per cent. in good state of repair, 22 per cent. being mediocre and the remainder in bad condition. Ownership of the total network is divided as follows:—

State roads	..	11,465 km. (7,118 miles)
Provincial roads	..	26,181 km. (16,272 miles)
Communal roads	..	44,452 km. (27,620 miles)

in 1936 there were some 34,000 cars registered.

The development of the road system has long been the dream of Rumanian propagandists, particularly as a stimulus to tourist traffic, but before the war no large-scale development could be embarked upon because of the lack of available capital.

499 Since the war, work has been started on an ambitious programme of road development, the objects of which are to improve communications between urban systems and to link the system with the International road network.

An Italo-Rumanian road company has started work on the Rumanian sector of one of the future trans-European roads, Trieste—Beograd—Turnu Severin—Bucarest—Constanţa, while under a five-year plan, with an expenditure of 75 md. lei, some 3,000 km. (3,100 miles) of road are to be modernised with the help of German and Italian contractors.

C. SHIPPING

1. Introduction

505 A high percentage of Rumania's foreign trade
439 is water-borne (55 per cent. in 1937), as not only is she situated on the Black Sea, but the Danube traverses the full west to east length of the country forming an important traffic route and link with Central Europe.

The following table shows comparative tonnages for sea and river traffic in 1937 and 1938:—

	1937	1938
Sea:	'000 metric tons	
Imports	622	540
Exports	6,918	5,222
River:		
Imports	1,890	1,568
Exports	3,161	2,688

As a result of the cutting-off of overseas markets since 1940 an increasing share of the country's

[42a]

133 trained pilots is compulsory, while the barge tows
502 have to be broken up into smaller units. This
sector of the Danube cannot be negotiated at
night, which constitutes an enormous hindrance
for large-scale traffic. In order to speed up the
traffic, the use of suspension railways and loco-
motives on rails laid along the river bank was
introduced before the war, but the system has met
with only moderate success.

[503] Navigation in the Maritime sector of the Danube
is affected by silting up—particularly in the
autumn—and constant dredging has to be carried
out in the Sulina branch to maintain sufficient
depth for passage of vessels up to Galați. The
depth of this sector was 24 ft. in 1939, permitting
the entry of vessels of medium draught only.
Danube navigation is held up for varying periods
between November and March by ice, averaging
30-50 days, and occasionally even for 90 days.

499 There are no permanent bridges on the Danube
to connect Rumania with Bulgaria. However, a
Rumanian-Bulgarian Commission was established
in 1942 to remedy this deficiency by arranging for
the construction of a bridge, which will take five
years to complete, between Giurgiu and Ruse. In
the meantime a ferry system is in use between
Giurgiu and Ruse carrying important supplies of
oil for the German forces in Greece.

3. River Ports

503 There are in all some 38 river ports, of which the
504 most important, all on the Danube (from west to
east) are as follows:—

Moldova	Oltenița
Orșova	Brăila
Turnu Severin	Galați
Giurgiu	Sulina

Since the war started considerable improvements
have already been made on the Danube. This is
of special significance for, though this waterway
is of little use for Rumanian internal traffic, since
the closing of the sea route between Rumania and
North Germany, it has become vitally important
for the carrying of bulky transport. As early as
1940 a scheme for the rationalisation of Danube
traffic was put into operation, and the installations
of Giurgiu, the main Danube port for oil transport,
were improved.

To avoid congestion at Giurgiu, the Danube
ports of New Moldova and Orșova have been
enlarged. Internal traffic has been diverted to
Oltenița, which is also used for the unloading of
incoming traffic. The construction of new harbour
installations is being carried out by a German-
Rumania company.

4. Organisation of Inland Water Shipping

505 Rumanian Danube shipping is under State
656 control, and organisation is carried out by firms
755] which are partly State-owned and partly owned
by private individuals. The most important
company is the State-owned "N.F.R." (*Naviga-
țiunea Fluvială Română*), and of lesser importance
are the privately owned companies "S.R.D."
(*S.A.R. de Navigație pe Dunăre*) and "Sind"
(*Societă Italiană di Navigazione Danubiana*).

505 All Rumanian shipping companies are members
648 of the Danube Shipping Pool, which is under
German supervision, headed by the *Deutsche
Donauschiffahrtsgruppe*, which is closely con-
nected with the Hermann Goering-Werke für
Binnenschifffahrt. The importance of the Danube
Pool (exclusive of the Tanker Pool) will be realised
when it is borne in mind that between 1932-1937
the freight carried annually by its vessels on the

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463 industrial labour. One-third of all workers engaged in industry are independent artisans, on whom the community is dependent for its services, but who do not play any important part in war production. In certain of the larger armament works German controllers have effected a considerable degree of rationalisation.

3. Mining

316 There is a shortage of miners; Russian prisoners of war have been employed in mining during 1942. Many miners were reported to have been included in the territory transferred to Hungary.

4. Armament Works

719 There is a general shortage of labour in metal and engineering factories, particularly of skilled labour. A 12-hour day was legalised at the beginning of 1942, but it is doubtful if in fact a 12-hour day is ever worked.

5. Timber

313 There is a shortage of labour, both for lumbering and for timber manufacture.

6. Textiles and Clothing

464 The total number of workers in these industries has probably fallen considerably, due to reduction of available raw materials. The delivery of supplies to individual mills seems to be somewhat erratic, and there is evidence of considerable part-time work, for instance in a survey of some 43 factories, in December, 1942, 11 were working full time, 21 on a reduced scale, and 11 at a very reduced scale.

7. Building

499 The extent of fortification building and general road and rail construction in Rumania is unknown, but in the second half of 1942 there was evidence of a scarcity of general labour for such projects, and of Russian prisoners of war working on rail construction.

438 In the other branches of occupation, transport services, etc., there is no evidence of labour shortage, apart from doctors, many of whom have been mobilised for the army.

D. CONTROL OF LABOUR

1. The Youth Labour Service

466 A youth labour service founded on the German model was established in March 1941. The leaders were trained in Germany, but it was only in April 1942 that the labour camps began to function. Youths are called up in their 19th-20th year, and the period of service lasts 7 months.

(See Part II, Chapter V.B. for further details.)

2. Civil Mobilisation

466 A general civil mobilisation decree was passed in May 1941 by which (1) employment cards were introduced; (2) men and women aged 20-57 were liable to compulsory employment if not employed.

Two subsequent decrees were published in March and May 1943, one for the reorganisation of agriculture, forestry and fishing, and the second for the reorganisation of industry. Each of these decrees gave full powers to the appropriate authorities for the mobilisation and transfer of labour.

In addition to the general labour decrees which have so far had little influence on the labour situation, there have been regional decrees applying to individual localities, e.g. in Bessarabia, in February 1942, all the inhabitants aged 12-70 were called upon for compulsory agricultural labour unless already employed.